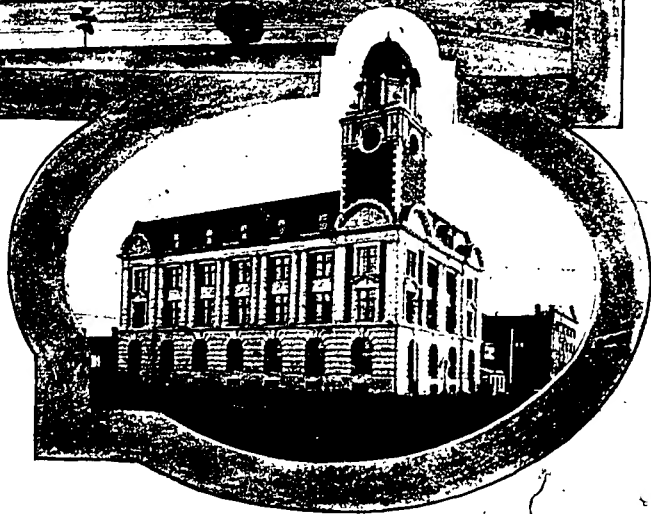
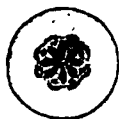
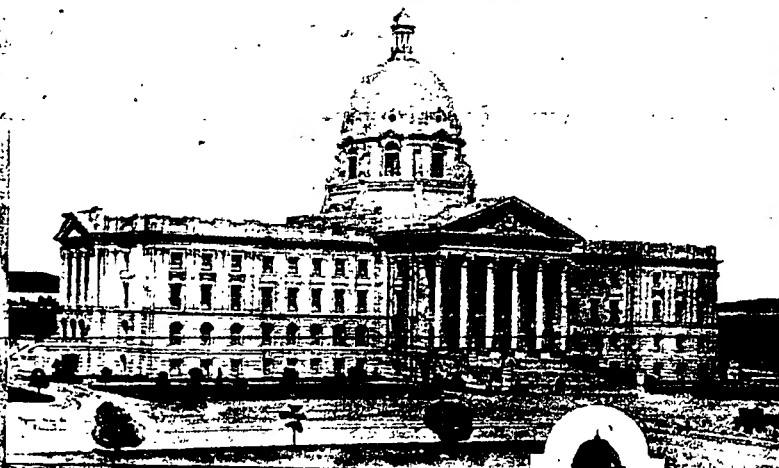


**Something
about
Edmonton
and
Canada's
Richest
Mixed Farming
District.**

More information
if you want it.

Write The Secretary,
Edmonton Board of Trade,
Edmonton, Canada.

FROM THE PRESS OF
The Edmonton Printing and Publishing Co. Ltd.
Illustrations by Byron-May Co. Ltd.
EDMONTON.



EDMONTON COURT HOUSE
 PROVINCIAL PARLIAMENT
 BUILDING
 EDMONTON POST OFFICE

THE LAST WEST

Edmonton the Gateway

THE EDMONTON DISTRICT.

The City of Edmonton, the principal railway centre of Alberta, is about eighty miles south of the geographical centre of the Province. The country surrounding Edmonton for a distance of about a hundred miles in any direction comprises the most desirable portion of this fertile Province, if not of the entire west, and is usually referred to as "Central Alberta" or "The Edmonton District."

"It is obvious to one who knows the west thoroughly that in the near future the great majority of the teeming population which the new Province of Alberta is destined to provide homes for, will inevitably be found in the rich Saskatchewan valley crossing the Province somewhat below its centre."

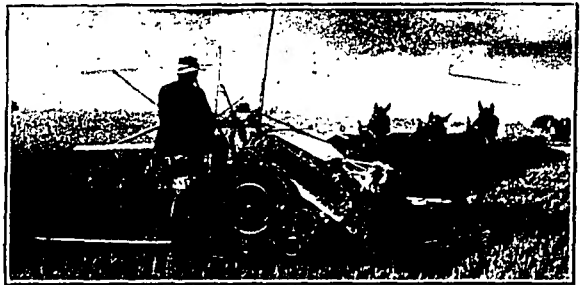
This was written by a Winnipeg journalist having a very thorough knowledge of western Canada.

It will pay you to take a few minutes to read some of the reasons why this is so.

SOIL AND CROPS.

The deep, rich black loam usually over a clay subsoil, which is the general character of the soil, is only equalled in richness and fertility by the far-famed Red River Valley, in Manitoba and Dakota and Minnesota; but while the soil of the Red River Valley is possibly as good, the climatic conditions in Central Alberta are decidedly more favourable, providing better crops and richer pasture, and proving a much more desirable place of residence.

Soil which can and has repeatedly produced crops approximating 40 bushels of hard wheat to the acre, 100 bushels of oats to the acre,—every bushel from 8 to 10 pounds over standard weight,—and 40 bushels of plump barley to,





FARM SCENES AT EDMONTON

the acre,—and that without manuring,—should be good enough to suit the most exacting farmer.

Inquirers often want to know if the fertility of the soil will last. That all depends on how it is farmed. The writer knows fields near Edmonton which have been under cultivation for over twenty years, which produced last year as good crops as they ever raised. Every farmer in the Edmonton District keeps a few cattle, which can be raised without any noticeable expense for feed or labor, and the land can be cheaply manured every third or fourth year when summer-fallowed.

The report of the Provincial Department of Agriculture on the crop of 1909, carefully compiled from statements which all thresher men are compelled to send in, shows that the average yield of spring wheat throughout the Edmonton District was 21.1 bushels to the acre, and the average yield of winter wheat was 20.5 bushels to the acre. Oats yielded 41.2 bushels, and barley 31.6 bushels to the acre. In working out these averages, the entire acreage seeded, not that harvested, is taken into consideration. These figures include no estimates, but are the actual number of bushels threshed as taken by measure at the machine. By weight, however, the yield would be considerably more, as the grain raised here averages considerably above standard weight. Oats, which test 42 lbs. to the measured bushel, are considered nothing out of the usual, and samples weighing much heavier are frequently met with.

ROOTS AND VEGETABLES.

In the matter of roots and vegetables grown under ordinary conditions, it is probable that the Edmonton District will produce more and better vegetables than any other section of the Dominion. Nowhere from the Rocky Mountains to the Atlantic has the writer seen such cabbages, cauliflowers, beets, carrots, peas, beans, etc., as are commonly to be seen growing in the gardens about Edmonton, without any particular attempt to assist Nature in the way of fertilizing or artificial watering. The marvellously rich soil, with the ample rainfall and summer warmth, accomplish more than all the arts known to the Eastern market gardener.

HAY AND FODDER CROPS.

Similar conditions tend to produce a luxuriant growth of fodder crops. Wild hay is plentiful throughout the district. Timothy has been found to be very successful, and heavy crops of this grass are harvested. Brome grass has been found to yield very abundantly. The clovers have as yet been grown only in an experimental way, as

**Clover and
Alfalfa.**

farmers have not yet felt that they were a necessity. Where tried under favorable conditions, however, the common red clover has been found to do remarkably well, and produces a stand such as farmers in the east have rarely heard of. Alsike clover has also been grown with very great success. But it is probably with alfalfa that Edmonton farmers will make the greatest success. This crop has proved wonderfully successful and has been demonstrated to be an absolutely sure crop, giving very heavy yields.

WHAT IS THE LAND WORTH?

**What is the
Land
Worth?**

Professor Thomas Shaw, late of the Minnesota State Agricultural College, now associate editor of the "Orange-Judd Farmer," and recognized as one of the highest authorities in America, in a recent magazine article dealing with the superior value of mixed farming as opposed to straight wheat growing, makes this statement:

"Virgin alfalfa lands in Western Canada are fully equal in value, acre for acre, with the highest-priced lands in the United States."

The best alfalfa lands in Western Canada are found in the district surrounding Edmonton.

WHAT IT COSTS.

**What it
Costs.**

This depends to a very large extent on where it is situated. Land in the immediate vicinity of the City of Edmonton has become very valuable and is readily saleable at very high prices. A few miles out, however, prices are easier and land within reasonable distance of railway stations on some of the many lines of railways running out of Edmonton, can be bought at prices ranging from \$10 to \$30 per acre, according to location and other circumstances.

CLIMATE.

Climate.

In the matter of climate there is almost unanimity of opinion. Central Alberta certainly enjoys the finest climate to be found on this continent east of the Rocky Mountains. People who have not experienced an Edmonton winter are usually under the impression that it is more severe than that of the eastern provinces of Canada or the northern tier of States. Nothing could be more erroneous than this impression. Nowhere east of the Rockies, except in places where it is much too hot in summer, is there as pleasant a winter as in the Edmonton District. It is true, there are low temperatures registered occasionally, but these dips are only of very occasional occurrence and last for only the briefest period. Owing to the bright, clear, dry air.

and the absence of wind at low temperature, the days are not unpleasant even during the coldest weather.

On a typical Central Alberta cold winter day, with the thermometer say at zero, not the least discomfort is felt, and no more clothing is needed than is worn in Toronto, Chicago or New York. The average winter temperature, as recorded at the Dominion Government Meteorological Station at Edmonton, is about the same as that registered in Southern Minnesota as shown by official reports, and higher than that at Duluth. The winters are much more pleasant, however, than in those localities.

It is impossible to form an opinion of the Edmonton climate from thermometer readings alone, however; account must be taken of the delightful, bright, dry, calm atmosphere which accompanies low temperatures here. Zero at Duluth, Chicago or Toronto usually causes vastly more discomfort than 25 or 30 degrees below at Edmonton. **Pleasant Winter.**

There is usually less snow in Edmonton than in any other portion of Canada or the Northern, Atlantic, Middle, or North-western States. There is rarely more snow than is required for sleighing. During about 20 years that the Calgary and Edmonton Railway has been in operation, the train service has never been stopped nor even delayed on account of snow, and it is believed that there has never been a snow-plow over the road. Is there any other district on this continent where trains are run, from the latitude of Washington, D.C., north, of which the same could be said? **Light Snowfall.**

There are no blizzards in the Edmonton District. The almost constant high winds which are met with in some of the Western States and some portions of the Canadian West, are very rare in the Saskatchewan Valley in Alberta. **No Blizzards.**

RAINFALL.

No irrigation and no "dry-farming" methods are required around Edmonton. The rainfall is ample and a luxuriant growth is always assured. Somewhat curiously, the total annual rainfall at Edmonton is not materially greater than in some districts where irrigation and "dry-farming" is necessary to insure crops. The explanation is that at Edmonton there is a clay subsoil which holds the moisture it receives, and that nearly the whole rainfall for the year occurs during the growing season. For instance, in 1908, of the whole precipitation for the year of about 20 inches, considerably more than half occurred during May and June, with lesser amounts during July and August, and only a trifling amount during the other eight months. **Rainfall.**



THINGS GROW AT EDMONTON

RAPIDITY OF VEGETATION.

The summers in the Edmonton District are ideal for rapid growth of vegetation. Owing to the great length of the days—the sun shines for 18 hours a day at midsummer—and the copious, though not excessive, rains, together with the marvellous richness of the soil, there takes place a rapidity of growth which can only be realized by those who have seen it.

Though the days are hot, the thermometer sometimes rising above 90 in the shade, the air is dry and the heat is not oppressive, and prostrations from heat are unknown. Even during the hottest weather the nights are cool and blankets are needed.

FRUIT.

Up to the present time, not very much has been done in the way of fruit culture in the Edmonton District. It has been amply demonstrated, however, that small fruits such as raspberries, strawberries, gooseberries, black, red and white currants can be grown with the greatest success. Raspberries, black currants and gooseberries grow wild in the greatest profusion, and may be found on any patch of unoccupied land, on vacant lots in the city, or throughout the country districts. Such of our amateur gardeners as have experimented with these fruits in their gardens, have all met with very great success, obtaining enormous yields of fruit of the very finest quality. There is now no room for doubt that the fruits mentioned can be grown in the neighborhood of Edmonton, with probably greater success than in almost any other portion of the Dominion.

Owing to the absence of extreme heat, and the cool nights which prevail, the fruit does not mature as rapidly as in other fruit sections, and consequently the season of bearing is longer, the yield is greater, and the fruit usually of finer size and appearance. Nowhere in Canada or in different parts of the United States visited,



IN AN EDMONTON GARDEN

has the writer seen such growth of these small fruits as in Edmonton gardens, grown in most cases with comparatively little attention, and only the most limited knowledge of fruit raising.

Fruit.

Notwithstanding the uniform success which has attended experiments in fruit raising in Edmonton and vicinity, practically all fruits used by the citizens of Edmonton and surrounding towns are shipped in, at great expense for carriage, from the neighboring province of British Columbia. The time cannot be very far distant when these fruits will be grown in the Edmonton district on a commercial basis, and not only the local markets supplied, but an extremely profitable export business will be done with the less favored prairie sections to the eastward.

MIXED FARMING.

While the Edmonton District is capable of producing splendid crops of wheat aggregating millions of bushels annually, the conditions are peculiarly favorable to mixed farming, and it is in this direction that our farmers will make the greatest success. It is generally recognized that where conditions are favorable for growing grain, hay, roots and vegetables, and keeping cattle, all on the same farm, better results can be obtained from mixed farming, under which the quality of the land improves, than from wheat growing, under which the land must inevitably deteriorate.

Mixed Farming.

Nature has so liberally provided the district with streams and rich, lucious pasture, as well as an abundance of wild hay, which in many places can be had for the cutting, that it would be unwise not to turn these advantages to account by keeping cattle on every farm. The soil and climate seem specially suited to the production of cultivated grasses, and the enormous stacks of wheat-straw and oat-straw left on the fields after threshing provide fodder of considerable value for cattle, so that the farmer who wishes to get the best returns from his land and wants to keep busy in the winter as well as in the summer, will combine the raising of horses, cattle and swine with the growing of wheat, oats and barley.

CATTLE AND DAIRYING.

Cattle and Dairying.

Nowhere can better cattle be raised or at less cost. The rich summer pasture, absence of extreme heat, and comparative freedom from mosquitoes or other pests, in conjunction with the easy winter and the great yield of hay crops, and the ease with which it is saved, make this an ideal dairy country, and this industry is recognized as one of the first importance.

Owing to the peculiarly favorable climatic conditions, cattle may be wintered very advantageously. The winters are not unduly long;

neither is there the damp, raw, cold, and sleety weather so often encountered in the eastern provinces of Canada and the more northerly Atlantic States. The period for which cattle have to be housed is therefore comparatively limited, reducing to a minimum the cost of labor and feed. In fact, it is generally considered unnecessary to stable steers and heifers, which are allowed to run at large during the winter about the great stacks of straw left on the fields, which form their principal ration. The small patches of timber usually found about the farm buildings furnishes all the shelter they need.

Owing to the trifling cost at which feed can be raised, and the ease with which cattle can be wintered, dairying has been found to be exceedingly profitable. The Provincial Government has pursued a



very progressive policy in the way of encouraging and assisting the establishment of creameries wherever there are a sufficient number of cows to warrant it; and the Department has also established a very effective organization for the marketing of the output of such creameries as wish to avail themselves of its services, with the result that the creameries are always assured of exceedingly satisfactory prices for their output, the patrons supplying the cream receiving the full benefit of the high prices obtained, less a certain fixed sum for the cost of manufacture. For the past few years the average price paid to farmers using the Government creameries has been approximately 25 cents per pound for the butter made.

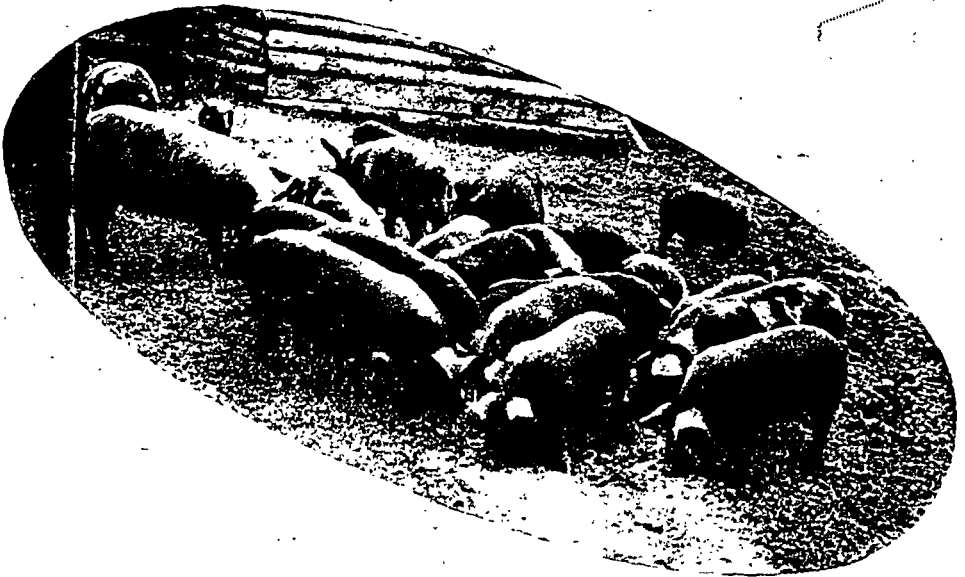
When it is considered that this figure is at least as much as is usually realized by farmers in many sections of the continent who are handling dairy cattle under much less favorable conditions, and on land valued at from \$75 to \$200 per acre, dairying in the vicinity of Edmonton should be highly profitable.

SHEEP.

Sheep are raised very successfully in the Edmonton District : owing to the favorable weather conditions, flocks are remarkably free from disease. There are no very destructive burrs or other nuisances,



and buyers report that wool comes to them in remarkably good condition. Mutton finds ready sale at very remunerative prices.

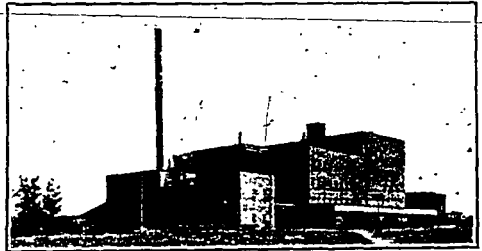


HOG RAISING

Is an exceedingly important feature in the operations of Edmonton farmers, and one which gives remarkably satisfactory results. While

no corn is grown, barley can be produced very cheaply, and used in conjunction with dairy waste, has been found to produce hogs which can be turned into hams and bacon that will command the market in preference to the corn-fed product.

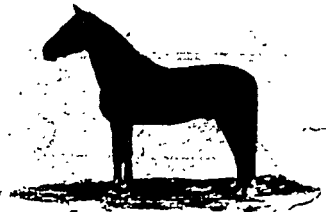
Farmers are assured of a good market for their hogs, as Edmonton is already a packing centre of very considerable importance, and gives promise of development in that direction on the lines of some of the great meat-packing centres of the United States. There is at present in operation here the largest and best equipped packing plant in the Dominion, erected in 1907-08, and at a cost of about a million dollars. There are also several smaller plants. As this goes to press, it has been definitely announced by a Western Canadian capitalist largely interested in the meat trade, that arrangements are being completed for the erection here at an early date of another packing plant to cost at least half a million dollars.



J. Y. GRIFFIN & CO. PACKING PLANT

HORSE RAISING

Is a very important branch of the farming industry. Climatic conditions are particularly favorable to the profitable raising of all breeds, and visitors to Edmonton invariably remark upon the unusually high average quality of the horses seen on the Edmonton streets and the surrounding country roads. The Shire, Clyde, Percheron, Thoroughbred, Standard-bred and Hackney, as well as various crosses for general purposes are raised with success and profit.



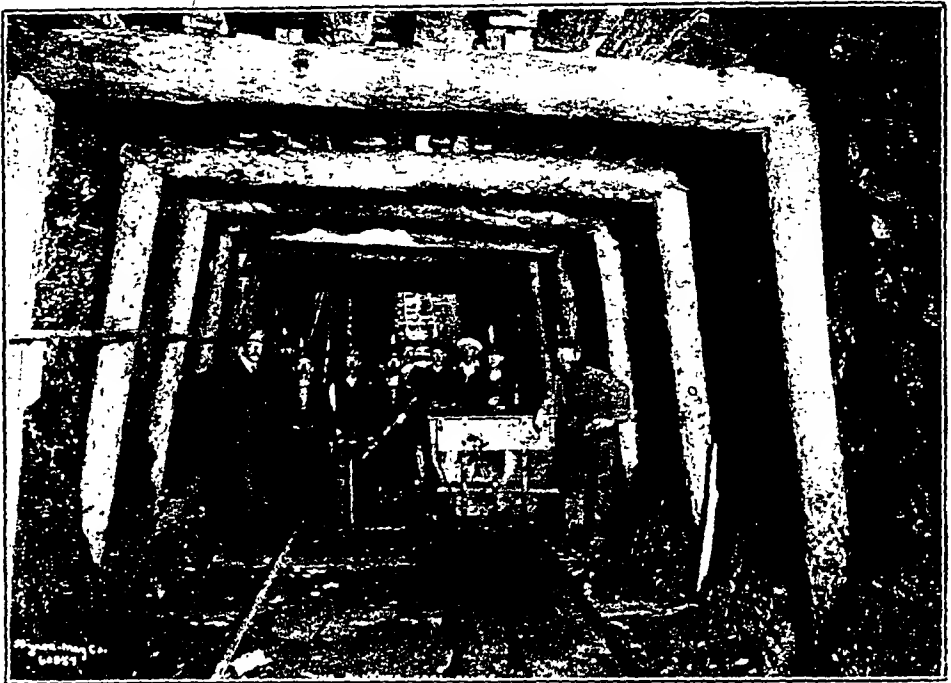
Horses, if considered desirable, may be left out through the winter. The accompanying illustration shows a bunch of work horses which had been turned out to "rustle" for themselves after the working season in the fall, which have just been brought into Edmonton at the end of the winter to be fed for a few weeks preparatory to commencing spring work. While these animals are of course rough in appearance, they are in good health and fair condition.



There is at all times an excellent demand in Edmonton for horses of fair quality of all classes, at very remunerative prices.

COAL.

The resources of the Edmonton District are by no means limited to the various branches of agriculture, however. The two principal requirements of successful manufacturing—cheap power and ample shipping facilities, are provided at the City of Edmonton. The city and a considerable portion of the district is underlaid with lignite coal of a very high grade. At the present time, owing to somewhat



AN EDMONTON COAL MINE

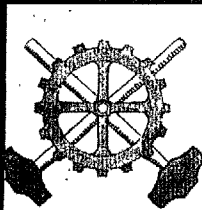
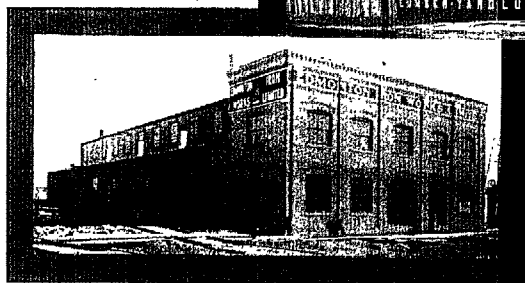
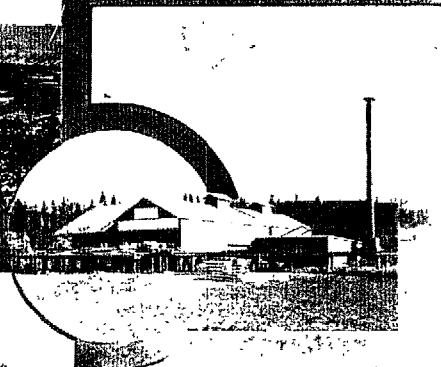
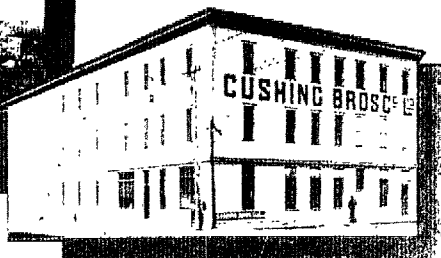
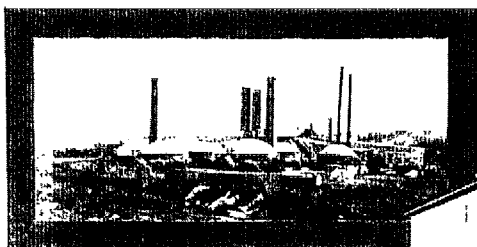
crude methods of handling, this coal is not being mined on the most approved modern methods, and there will be great development in this industry when increased capital is available for development on more modern lines; but, even under present conditions, the best grade of screened coal is being delivered into the cellars of consumers in the City of Edmonton at a cost of \$3.25 per ton. To mills and factories and other large users this price could be very materially reduced. It will thus be seen that there is available a source of unlimited cheap power for industrial purposes as well as assurance of abundance of cheap coal for domestic use.

The government mining regulations require that coal be sold to settlers at the mines at a price of not more than \$1.75 per ton.

TIMBER.

Amongst other exceedingly valuable resources of the district might be mentioned the timber which is found throughout the entire district. This consists of Poplar, Spruce, Tamarac, and Birch. The former is used principally by the settlers for firewood, for putting up log buildings, and for fencing purposes, being only occasionally cut into lumber. Spruce and Tamarac are not so widely distributed as Poplar, but are found in large blocks in many different parts of this district, and there are in the district several sawmills engaged in cutting it into lumber. At Edmonton there are three fine mills, with an aggregate cut of over twenty-five million feet each season. There are also numerous planing mills and other woodworking plants employing about 200 hands, from which the output is shipped in all directions, some going as far as Fort McPherson, 1800 miles to the north.





SOME EDMONTON INDUSTRIES

TAXES.

There are no taxes other than such as settlers see fit to impose on themselves for the maintenance of schools, and for local road improvements. There are no Government taxes, either Federal or Provincial, the Province deriving its revenue from certain subsidies from the federal treasury, and various fees and licenses. The tax for school purposes is limited to not more than \$8 per year on each quarter section of 160 acres; and for road improvement, not more than \$4 on each quarter section. Taxes.

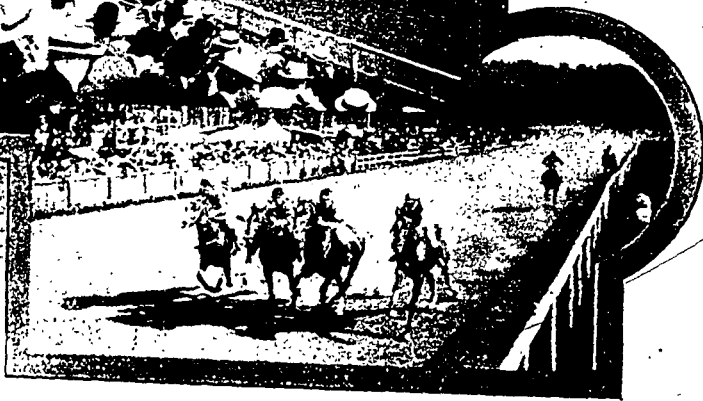
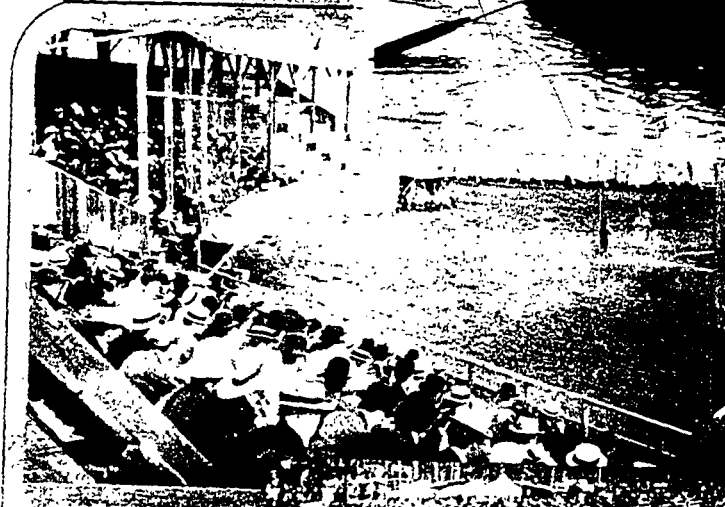
EDUCATIONAL FACILITIES.

Prospective settlers in rural districts need have no anxiety in regard to the possibility of getting their children educated. The Provincial Government has adopted a very progressive policy in regard to public education, and has made very liberal provision for the establishing and maintenance of rural schools. Any rural community where are four families in residence, with at least eight children of school age is permitted to organize itself into a Public School District, to include territory not more than five miles each way. The school district is authorized to sell its debentures, payable in a number of years, to cover the cost of the school building and equipment. The Provincial Government makes a liberal annual grant towards the cost of maintenance. All lands within the limits of the school district, other than Government land, and in some cases certain other reservations, are permitted to be taxed to meet the balance of current expenses and provide for maturing debentures. Thus the non resident land owner or the resident without children is compelled to contribute his share towards the maintenance of the school. Educational Facilities.

The schools are under the direct control and supervision of the Provincial Department of Education, and a high standard of efficiency is maintained. If more advanced education is required than can be imparted at country schools, it is always practicable for pupils requiring higher education to attend High School, or one of the colleges at Edmonton. The educational facilities provided at Edmonton are treated of elsewhere.

ROADS.

The Provincial Department of Public Works undertakes all larger expenditures in connection with roads, such as the building of bridges, and other heavy expenditure on main roads. The making and maintaining of roads apart from these heavy items is left in the hands of the settlers interested. Local Improvement Districts are permitted to be organized, and a rate may be levied on all taxable lands within the district, to be used for road improvement purposes. Roads.



HOW TO GET LAND

HOMESTEADS.

A homestead consists of a "quarter section" or 160 acres, for which entry may be made at the office of the Agent of Dominion Lands at Edmonton, or at sub-agencies, upon payment of an entry fee of \$10. At the expiration of three years, or as soon thereafter as the necessary formalities can be complied with, patent will be issued to the homesteader without any further payment, providing he has complied with certain requirements as to residence, improvement and **Home-** cultivation of the land. Free homestead land is still available in **steads.** Central Alberta, but no free land of desirable quality is now left in the vicinity of Edmonton, or of any of the older centres of population. Occasionally land is shown on the Government maps as available for homesteading near towns, but this invariably proves to be land which for some reason is undesirable. Generally speaking, all free land of good quality along lines of railway is taken up far in advance of construction of such railway. This has practically been the case since railway construction first commenced out of Winnipeg in 1880. Good homestead land has never been obtainable near existing railways.

WHERE TO GET THEM.

Free land may still be had to the West, North, North-West or North-East of this city, in districts likely to be made accessible by railways in the near future; but before such roads reach these sections, these lands will have been taken up, and the area of free land will have moved out another stage.

Homestead land may now be had at distances from this city, varying from 40 to 150 miles. Maps of the Edmonton land district showing the number of homesteads available for entry in each town-ship up to January 1st, 1910, may be had on application to the Agent **Where to get them.** of Dominion Lands at Edmonton. It must be understood, however, that many changes may have taken place since the date upon which that map was compiled, and parties proposing to go out and look for homesteads should obtain from the Dominion Lands Office here at the time of starting, exact information in regard to such townships as they propose to look over.

OFTEN BETTER TO BUY.

While the chance of obtaining full title to 160 acres of first class land for a cash outlay of only \$10, is very tempting, it must be borne in mind that there are many disadvantages and discouragements in connection with homesteading, and if at all practicable, it will generally be found more profitable to buy land somewhere in the vicinity of Edmonton, within easy reach of centres of population, and accessible to markets, in preference to going to the remote fringe of settlement for free land, to await under difficult conditions the advent of means of communication with markets, and the development only possible in settled districts served by railways, and equipped with wagon roads. This applies with particular force to those whose previous experience has not been such as to fit them to cope with the difficulties inseparable from pioneering. On the other hand this is clearly recognized by many experienced farmers from the Western States, who have had some pioneering experience, as well as by many successful farmers from the older provinces of Canada. These men think that such land as they find about Edmonton or within easy reach of neighboring towns, is cheaper at \$12 to \$30 an acre than free land on the outskirts of settlement. They understand that men who are in a position to buy this land, are likely to make more money, and make it easier, and with greater comfort to their families, than those who go out for free land.

Often
better to
buy.

Not only can a better return be made off the land in the older settlements in the meantime: but looked at as a speculation, the increase in value of the purchased land is almost certain to be greater and more rapid than in the case of free land. Remember that the country surrounding Edmonton is about the finest dairying and mixed farming land on this continent, and there is no reason why this land should not have the same or greater ultimate value as that in the best districts of Illinois, Iowa, Ohio, or Ontario. Ten years from now almost any of these farms will look cheap at \$50 an acre.

It does not take a lot of capital to acquire such a farm. The land can be bought from any of the great land holding companies, such as the Canadian Pacific Railway, Western Canada Land Company, or Hudson's Bay Company, on very easy terms, only a very small cash payment being required, the balance being spread over from six to ten years subject to very moderate rate of interest. In the case of land bought from individuals, such easy terms cannot usually be obtained, but loans to cover the greater portion of the purchase price can always be obtained at favorable rates from either private capitalists or some of the great incorporated loan companies.

PEACE RIVER COUNTRY

WHAT IT IS.

As the Peace River is navigable for steamers for something like six hundred miles of its length, it will perhaps be understood that the term Peace River country is a somewhat indefinite designation of the district. Generally speaking however, by the term Peace River country is meant those localities on the Peace River at which some farming settlements have been established. These, though only comprising a trifling area, are widely scattered, and consist of Fort Vermilion, Peace River Crossing and Dunvegan on the Peace River, and Grande Prairie, about 75 miles south of Dunvegan, and Lesser Slave Lake, 80 or 90 miles south east of Peace River Crossing; in all a vast territory extending some 350 miles from North-East to South-West, and comprising something like sixty thousand square miles, or about 40 million acres.

Not much information is as yet available in regard to this great **Peace River Country**. An enthusiast has stated that north of the Athabasca River there is three times as much first-class agricultural land awaiting development as the entire area at present under cultivation in the three provinces of Manitoba, Saskatchewan and Alberta. Possibly this estimate is no exaggeration, but the statement cannot be verified by any available official information. Only a trifling portion of this area in the immediate neighborhood of the settlements previously mentioned has been surveyed, and much of the territory has not even been explored. It is not known therefore how much of the land of the entire area is of a similar nature to that about these settlements.

It has been established beyond doubt, however, that even if the unsurveyed portions should prove not well adapted for agriculture, they are valuable for stock raising, and there are at least several million acres of high grade agricultural land only awaiting the advent of the settler to become as productive as any of the now settled portions of Western Canada. The soil is known to be of the very best and in a general way the description of the Edmonton district commencing on page three would apply. At Fort Vermilion, the most northerly settlement, more than 400 miles north of Edmonton, magnificent crops of wheat and other grains have been raised for many years, and ordinary farming operations are carried on there fully as successfully as in any of the settlements in the older districts. There are two small flouring mills in operation at Fort Vermilion, which are of course operating on

wheat of local growth. There has been no surveying done at Fort Vermilion, and no land is open for settlement there.

At the more southerly settlements agricultural operations have not been carried on for so long a period, but it has been amply demonstrated that these districts will compare favorably with the very best farm lands in Western Canada. Parties resident there and others having an intimate knowledge of the conditions claim that general conditions as to soil and climate are rather more favorable in the Peace River settlements than in the older settlements far to the south and east. The Peace River country will some day, and that at no very distant date, be the home of a million or more prosperous farmers.

• NO LAND FOR SALE.

All land in the Peace River districts is Government land, and as fast as it is surveyed, it will be held by the Government for free homesteads. There is no land for sale in these districts either by the Government or other parties.

On January 1st, 1909, there were about 1300 homesteads available for entry in the various settlements. Since that date it is understood that about eleven thousand more quarter sections have been surveyed, chiefly in the rich Grande Prairie and Spirit River settlements. At the time of going to press, this additional land had not been officially opened for settlement; but it is understood that the Department will be prepared to accept entries on these lands early in the season of 1910, at least as soon as any prospective settlers can reach the country.

No Land for Sale.

A separate land district has recently been formed of the Peace River country, with the agency at Lesser Slave Lake, and homestead entries must be made with the Agent of Dominion Lands at that point.

Notwithstanding the very desirable conditions as to soil and climate in these Peace River districts, and the undoubted great future that is before it, that part of the country can scarcely be considered as a practicable field for settlement at the present time, owing to its inaccessibility. Though several charters have been granted for lines of railroad to, or through, various portions of the Peace River country, and surveys have been made, nothing has yet been done in the way of construction. Until some means of communication is absolutely assured, prospective settlers cannot be properly advised to locate in that district. Even when assurance of early railway construction is to be had, which will be when construction has actually commenced upon some of these roads, all but the most experienced pioneers will do well to wait until the railway is in operation, or construction is sufficiently advanced to permit of travelling either by rail

or upon the wagon road which will necessarily be opened up by construction gangs in advance of the rails.

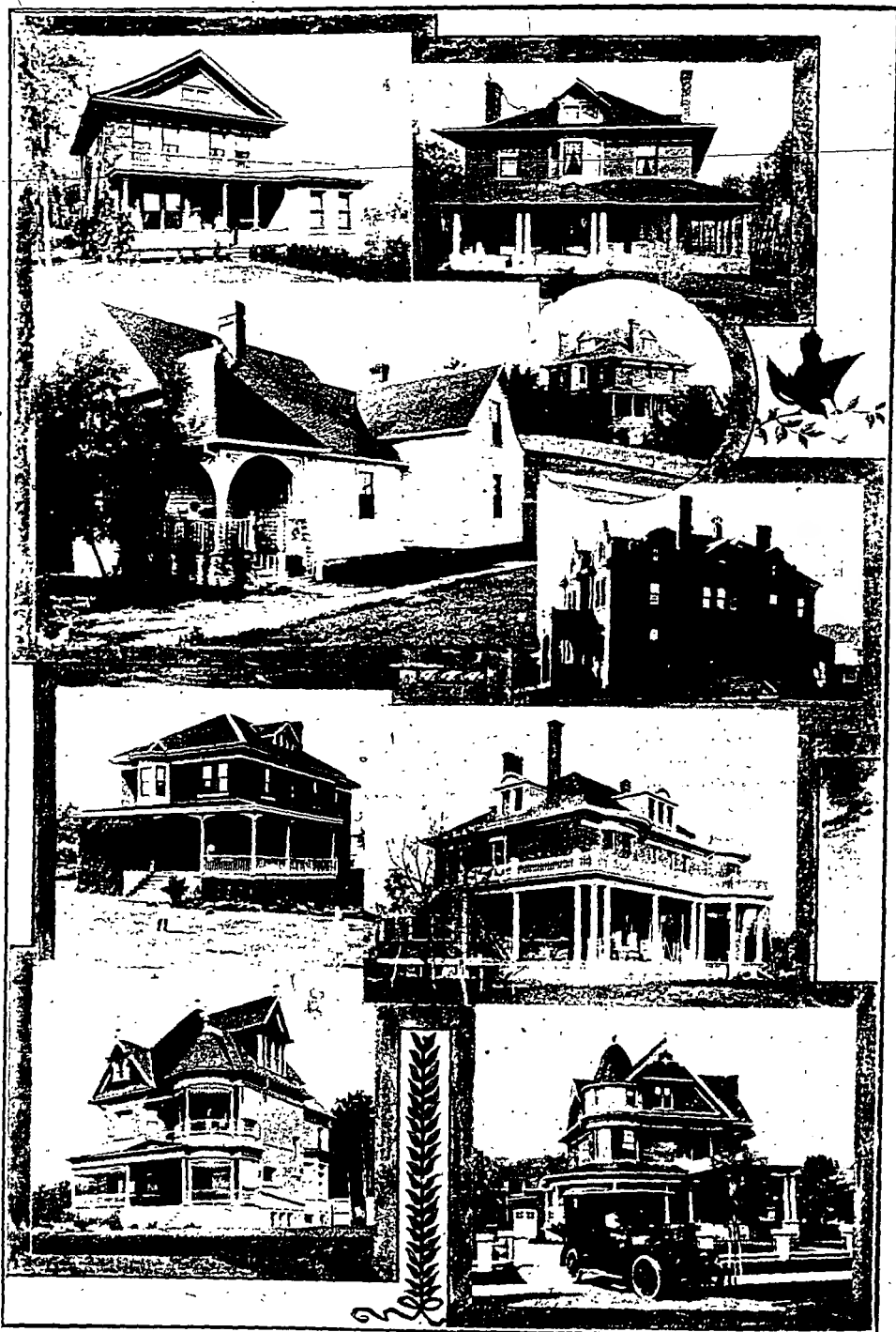
The only present means of access is by a long, round-about, difficult and expensive journey which should not be undertaken by inexperienced settlers. Though the Grande Prairie settlement, which is the nearest to Edmonton, is only about 240 miles from this city in a straight line, it requires a journey of about 480 miles, occupying anywhere from twenty to thirty-five days, depending upon weather and road conditions, to reach it.

Owing to the difficulties of the intervening country it is not practicable to go to Grande Prairie direct from Edmonton, and the route followed is by way of Athabasca Landing, then to Lesser Slave Lake, from there to Peace River Crossing, thence to Fort Dunvegan and then south to the Grande Prairie. Settlers living there usually make this trip in the winter when the roads are good and travelling is comparatively easy, and with favorable weather the trip can then be made in the minimum time. Between Athabasca Landing and Lesser Slave Lake the travelling is on the ice of the rivers and lake, the rest of the way is on land, the Peace being crossed at Peace River Crossing and again at Dunvegan. A shorter road has been cut out from Grande Prairie to Lesser Slave Lake by way of Sturgeon Lake, which is a good winter road, and can be travelled in summer with light loads; but the longer route via Peace River Crossing is generally followed in summer.

In summer time the route is nearly the same. If going with wagons a road on the north side of the Athabasca and Lesser Slave Lake is followed. If preferred steamer service may be utilized between Athabasca Landing and the west end of Lesser Slave Lake.

Travelling on the ice cannot be depended on later than the beginning of March though it frequently lasts considerably longer. On the other hand the water service from Athabasca Landing cannot be depended on to open earlier than the beginning of May though it is frequently open earlier. It will thus be seen that to get into the Grande Prairie country one should leave Edmonton not later than early in February, or if going by water should arrange to leave this city about the first of May. In the fall one should either leave Edmonton not later than the first of October or else defer the journey until the ice would be safe on the rivers about Christmas.

It is understood that one of the great transcontinental railway companies will shortly commence the construction of a line from Edmonton to some Peace River point; and it is hoped that at least 100 miles will be constructed during the season of 1910. But at the time of going to press, this cannot be assured.



EDMONTON CITIZENS GENERALLY OWN THEIR HOMES

CITY OF EDMONTON---GATEWAY TO THE LAST WEST

AS A PLACE OF RESIDENCE.

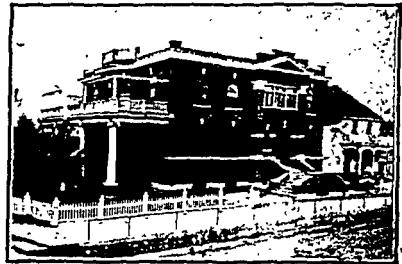
"One of earth's pleasant places" is the way Edmonton was recently described by a lady journalist of considerable international repute who spent the autumn and winter in the Alberta Capital. Nature has done much for Edmonton: a delightful climate, a picturesque situation on the high banks overlooking the beautifully wooded valley of the Saskatchewan, along the bottom of which the broad river winds in graceful curves; a dense and luxuriant growth of foliage on every yard of vacant ground, making during the summer months very pleasing vistas of green on residential streets; and conditions of soil and climate which offer great encouragement to the amateur gardener and horticulturalist, resulting in a rich greenness of lawns not usually seen in the West and a luxuriance of flowers and wealth of bloom such as are rarely seen anywhere.

As a
Place of
Residence.

The civic government and the citizens are doing much to supplement the natural advantages. Residential streets are being beautified as fast as the work can be accomplished. The broad streets permit a broad grassy boulevard in which trees are planted, making stretches of green very pleasing to the eye, and with the luxuriant gardens giving an impression of prosperous comfort so often lacking in new western towns.

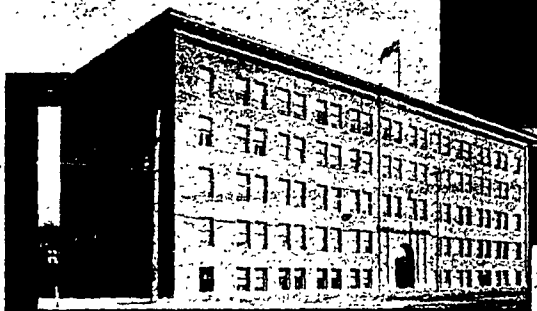
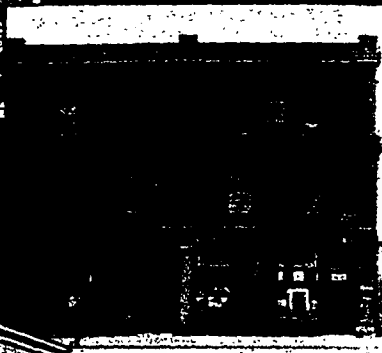
BIGGER THAN ITS SIZE.

Edmonton is a lot "bigger than its size." The city has at present a population of about 25,000; but it confidently expects within the next six or eight years to have 75,000 or 100,000, and everything that is now doing is on the hundred thousand scale. Her citizens are drawn from the four corners of the globe, and each brings with him the best ideas and experiences of the place from which he came. The best and most progressive ideas, from whatever quarter, are adopted in the conduct of the city's affairs. As a consequence one finds, in many respects, metropolitan conditions rather than those of a small city.

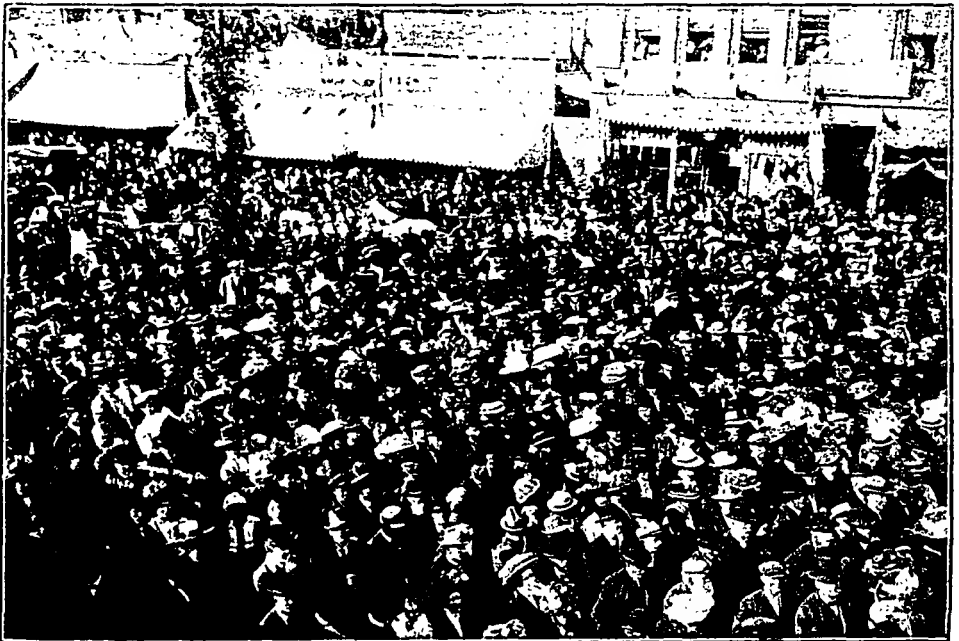


THE EDMONTON CLUB

Edmonton's commercial establishments would be creditable to any



city of 100,000 people. Retail stores such as are usually found only in really large cities, supply the needs of the citizens. The broad, well-lighted pavements are the envy of some of the eastern cities. The electric street cars, owned and operated by the city, are of the most modern type. The telephone system, also municipally owned, is of the latest automatic type—the last word in telephone construction. The many public schools are large, handsome, costly structures, splendidly equipped. Handsome, comfortable churches are provided, to suit practically every shade of religious opinion, there being in all 25 church edifices.

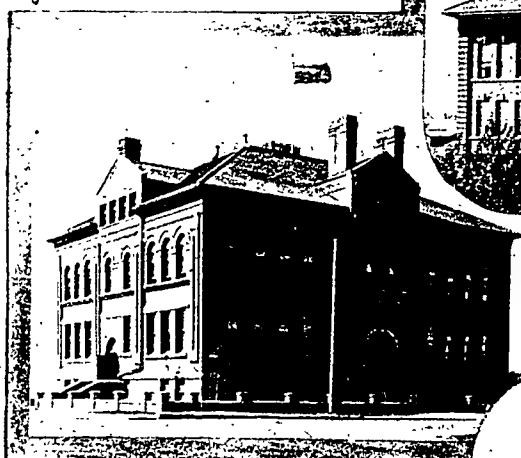
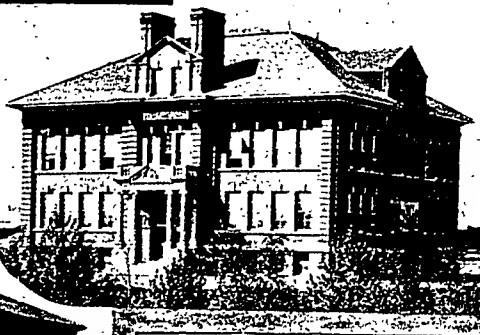
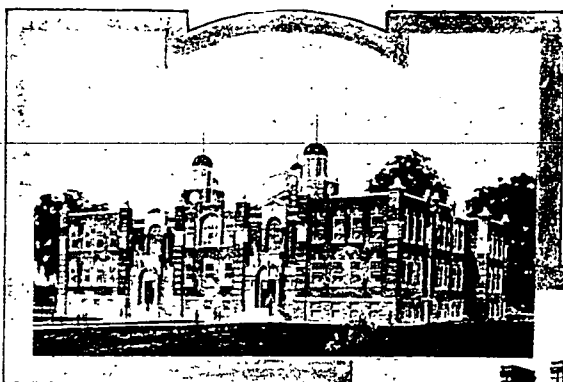


EDMONTON OUT FOR A HOLIDAY

The majority of the citizens own their homes, which are usually well built and thoroughly comfortable, fitted with every modern convenience. Immense apartment buildings are constructed on the most modern principles, and embodying the very latest ideas, and every comfort and convenience yet known to the science of architecture.

Edmonton being the seat of Government and official place of residence of the Lieutenant-Governor, and the legislative, judicial and educational centre of Alberta, is naturally recognized as the social centre of the Province.

In the way of recreation, considerable variety is offered. In outdoor amusements, golf, tennis, cricket, base ball, foot ball, polo and



A FEW OF EDMONTON'S PUBLIC SCHOOLS

bowls, all have their enthusiastic adherents. Excellent shooting and boating are to be had within easy reach of the city, and many citizens have their summer camp and launch or canoe on lakes within easy reach by train or automobile. Riding, driving and motoring are all popular. Many fine horses and about 75 automobiles are owned in the city.

In the winter, skating, hockey and curling are a never failing source of interest, for which numerous rinks, both open and covered, make provision.

EDUCATION.

Probably in no direction have the citizens shown a more progressive spirit than in the matter of schools. The Public School Board and the citizens at large, have been unanimous in the idea that the schools shall be of the best. During the last few years no less than six large, handsome and costly brick school edifices have been erected, as well as several wooden buildings for temporary use until other permanent buildings can be erected. These schools are all well equipped and supplied with teaching staffs of the highest qualification; and the highest state of efficiency is insisted on and maintained. A magnificent new High School is now in the course of erection, at a cost of \$140,000. This school supplies the demand for more advanced education than is provided by the Public Schools, and fits its pupils for the teaching profession or for entrance to the University.

Education.

School buildings, 15.

Teachers employed, 60.

Pupils enrolled, 2,848.

School property valued at \$553,093.

Just across the river on the high bank overlooking the Parliament Building, is being erected at a cost of \$500,000 the Arts Building of the University of Alberta, being the commencement of that institution. The University is established on broad and liberal lines, and is destined to do much towards higher education in the West.

There are also a number of private and semi-public educational institutions, such as Alberta College, affiliated with the University and providing instruction in Arts, Music and Commercial courses; also the Grand Trunk Business College and Westward Ho! school for boys. The Edmonton School of Music, and a number of highly qualified private teachers, afford facilities for thoroughly efficient training in the various branches of music.

A RAILWAY CENTRE.

Edmonton is easily the most important railway centre between Winnipeg and the Pacific Coast, as will be seen by the accompanying map. There are in operation or under construction, railroads leading

out of Edmonton in thirteen different directions; and these facilities are likely to be added to in the very near future.

Edmonton is on the main lines of both the Grand Trunk Pacific and the Canadian Northern Railway, and it is the settled policy of both these great trans-continental systems to make Edmonton their principal point between Winnipeg and their Pacific Coast terminals. These roads are now taking steps to give effect to that policy. The Grand Trunk Pacific has acquired on the outskirts of the city no less than 800 acres of land for terminal purposes, on which very extensive shops and roundhouses are being erected and great yards are being laid out. The Canadian Northern Railway also have extensive yards and well-equipped shops and other terminal facilities. Both these roads will, in the near future, have vast terminal equipment at Edmonton and at least 1000 hands will be employed. Both these roads are proceeding with all possible haste to extend their lines westward to reach their Pacific Coast outlets. At the close of operations in 1909, the G. T. P. had about 120 miles of road built to the west of Edmonton, while the C. N. R. had grading done for about 50 miles, and half that distance in operation.

Great
Railway
Centre.

The great competitor of these roads, the Canadian Pacific Railway, has not been running its trains into Edmonton, but made their northern terminus at Strathcona, immediately adjacent to Edmonton, but separated by the Saskatchewan River, their traffic being transferred to Edmonton over a short line operated by the C. N. R. Though the end of the C. P. R. line at Strathcona is only $1\frac{1}{2}$ miles from their Edmonton yards, it requires some 8 miles of road to connect the two, owing to the difficulty of crossing the river. It is to eliminate this haul over heavy grades that the Canadian Pacific Railway has decided to enter Edmonton by means of the high-level steel bridge, a view of which is shown on the front cover, and work on this structure is now under way. It is expected that trains will cross it in 1911. This bridge is slightly over half a mile in length, is 165 feet above low-water level, and the estimated cost is \$1,500,000.

In addition to the rails of the C. P. R., this bridge will carry double tracks for the Edmonton Street Railway, two 8-ft. sidewalks for foot-passengers and a 23-ft. roadway for vehicular traffic.

The undertaking of this costly work is significant of the importance this great corporation attaches to the traffic to be derived from Edmonton and its great hinterland. It is generally accepted as a fact that the C. P. R. will in the near future build a line north-west from Edmonton into rich agricultural country as yet untapped, and that such line will seek a Pacific Coast outlet by one of the more northern passes through the mountains, thus placing Edmonton on the main line of a third transcontinental system, as well as having connections with the present C. P. R. main line.

A WHOLESALE CENTRE.

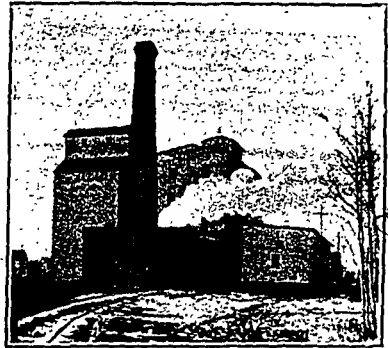
The transportation facilities referred to in the previous paragraph assure Edmonton of the most ample means for reaching her tributary territory. The fact that all three of the great transcontinental systems converge here assures to the Edmonton shippers the advantages of competitive rates and efficient service from and to all quarters of the world. The numerous branch lines radiating from Edmonton, either in operation or in prospect, assure facilities for handling local business.

Edmonton controls the trade of a larger area of rich agricultural country than is dominated by any other point on this continent. About 50,000 square miles of fertile country now partially settled, and capable of supporting a dense farming population, looks to Edmonton as its commercial centre; and Edmonton wholesale houses and manufacturers are able to control the trade of this territory, which can never be seriously interfered with by competing distributing points. In addition there lies to the north-west the vast Peace River country, estimated to contain at least 60,000 square miles of valuable agricultural country, at present scarcely touched upon, but which will shortly be made accessible to settlement by railway.

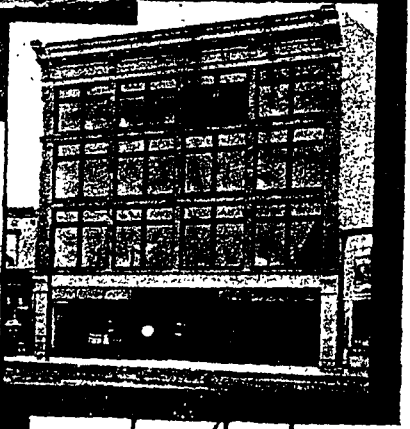
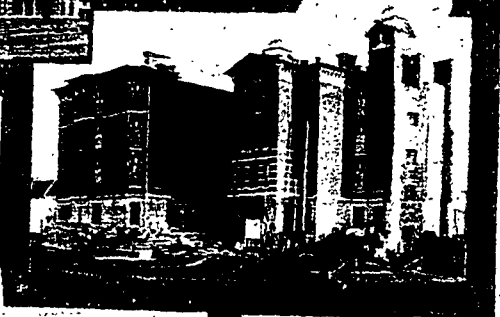
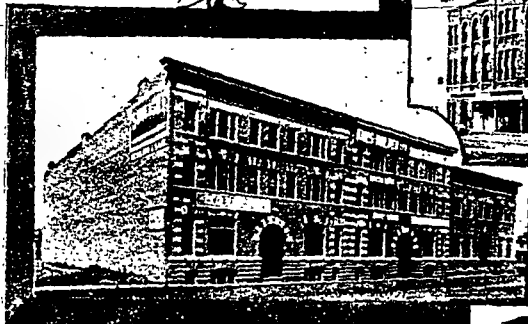
The significance of Edmonton's domination of the trade of this area may be better understood when it is stated that the area of such part of the territory as is known to be good agricultural country is about equal to the entire area of the states of New York, New Jersey and Pennsylvania combined.

In addition to this great agricultural area controlled by Edmonton there is tributary also a great area of which the agricultural capabilities are unknown, but in which there are other immensely valuable natural resources. Along the lines of railways to the west of Edmonton will spring up great coal mining and lumber industries, which will create a most valuable outlet for Edmonton's trade. To the north, along the lower Athabasca River, are known to exist deposits of oil asphalt, salt and other minerals as well as valuable timber areas, which will render possible stupendous industrial development when rendered accessible by railway communication which it is expected will be provided in the near future.

Edmonton is the undisputed commercial base for this great hinterland and a great volume of trade with Edmonton will grow up when development of these natural resources commences.



AN EDMONTON FLOUR MILL



A POTENTIAL INDUSTRIAL CENTRE.

The conditions tending to the development of a great wholesale centre, referred to above, are also essential factors in the development of an industrial centre. Transportation facilities and an enormous consuming area practically protected from competition by geographical conditions, are assured. The other most important requisite is also at hand at Edmonton: unlimited cheap fuel. As stated earlier, Edmonton is the centre of great coal fields, development of which is as yet only in the initial stage. The full extent of these coal measures are not yet known; but recent Government reports place the area of the Edmonton formation at 10,800 square miles with an estimated coal content of no less than 60,000 millions of tons. The coal lies comparatively near the surface, and is cheaply mined, there being no explosive gas, and but little trouble with water.

Underlying the City of Edmonton are several seams of coal at various depths, the lowest so far discovered being at about 250 feet. Coal is at present being supplied for the use of the various city public utilities at a cost of \$2.65 per ton delivered. Tall Chimneys.

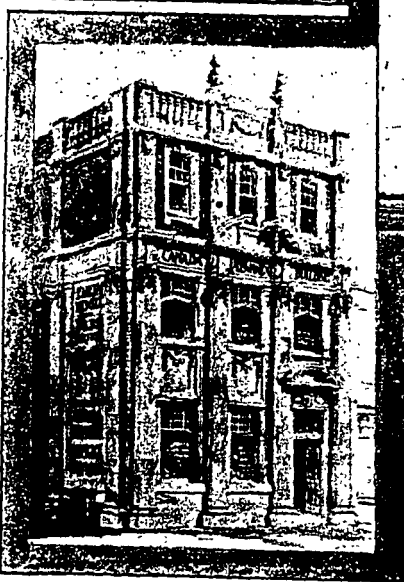
Other conditions favorable to the development of industrial enterprises at Edmonton are an ample supply of pure water, electric light and power, supplied by the city at a minimum cost; a system of taxation under which the land only is taxed, not the value of plant or improvements. At the time of going to press it is expected that legislation will be secured permitting the city to offer prospective manufacturers a fixed assessment for a number of years.

Industries established at Edmonton are protected against undue competition by a haul of 2000 miles from eastern manufacturing centres. Such manufacturing enterprises as are already established are developing rapidly and building up strong industries upon a sound basis.

There are favorable openings for many more industries. Those getting established now will derive the full benefit of the rapid development of the district now in immediate sight. Write the Secretary, Edmonton Board of Trade, for information.

A PACKING CENTRE.

Edmonton being the centre of a large area of the finest mixed farming and dairy lands on the continent, has naturally developed as a meat packing centre, and now gives every indication of becoming the chief centre of that industry in Western Canada. Already there are in operation five packing establishments. One of these was promoted by the Swift interests of Chicago, at a cost of a million dollars. After two years of careful investigation of conditions, Edmonton was decided upon as the most favorable location for this industry. A Packing Centre.



Those who know what similar industries have done for Chicago, Kansas City, Omaha and other points in the United States, will appreciate the significance of this to Edmonton and the district.

A BANKING CENTRE.

The great Canadian chartered banks are reputed as excessively conservative and cautious institutions. They are also known to have special facilities for gathering complete and accurate information as to the conditions and prospects of all parts of the Dominion. The fact that no less than fifteen branches of these great institutions are doing business in Edmonton, the majority of them in handsome and costly edifices, is the best possible evidence as to the opinion of these institutions as to the soundness of Edmonton's business and the development in prospect.

A Banking
Centre.

CITY GOVERNMENT.

Edmonton has always been fortunate in being well governed, her most able citizens having freely devoted their energies and abilities to the public service. The legislative branch of the governing body consists of a mayor, elected annually, and eight aldermen, four of whom retire each year. The executive branch consists of three commissioners, the chairman of whom is the mayor; the other two are appointed by the council and are permanent officials.

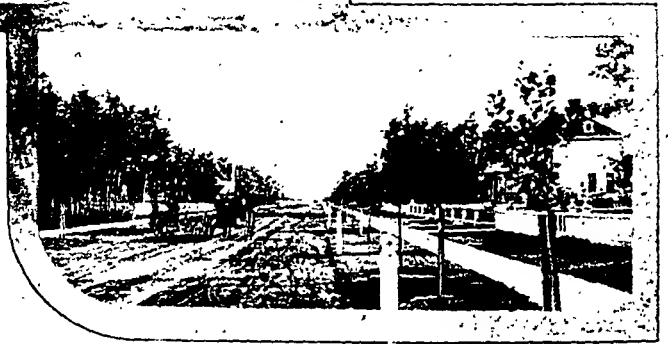
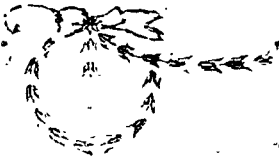
City
Government.

PUBLIC UTILITIES.

Edmonton, almost at the outset of her career, adopted the principle of municipal ownership of public utilities. Water, electric light, electric power, telephone and electric street railway services are all civic enterprises. Owing to the extraordinarily rapid growth of the city there has in the past been some difficulty in extending these services to keep pace with requirements; but on the whole the service provided has been satisfactory. The capacity of the various plants is now fully able to take care of all demands, and the service is excellent. The various plants are not operated with a view to making a profit, but rather to afford citizens the maximum of efficiency at the minimum cost.



In these municipal undertakings, efficiency has been the first



SOME RESIDENTIAL STREETS IN EDMONTON

consideration and all plant installed has been of the most modern type. The telephone is the Strowger Automatic, which dispenses entirely with the central exchange staff.

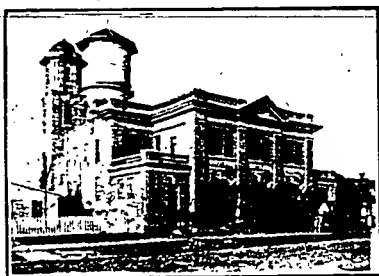
FIRE PROTECTION.

Four fire halls, manned by a magnificently trained brigade, and provided with ample and thoroughly modern equipment, provide such efficient protection that there has never been a serious fire in Edmonton, notwithstanding the large number of wooden buildings in the older portion of the city.

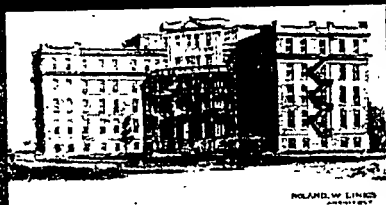
Water is drawn from the Saskatchewan River and sent through the mains by four pumping engines with a total capacity of eleven million gallons per day, or about four times the consumption under normal conditions, thus leaving ample margin for safety.

TAXATION.

The system of taxation in force is a modification of the single tax idea. Lots are assessed only for the full value of the land without regard to any improvements they may carry. A vacant lot is assessed at exactly the same valuation as one alongside it with a five-storey building or factory on it. In addition there is a business tax, under which floor space is assessed at varying rates, depending on the nature of the business, but not affected by the value of the building or plant, or the amount of stock carried.



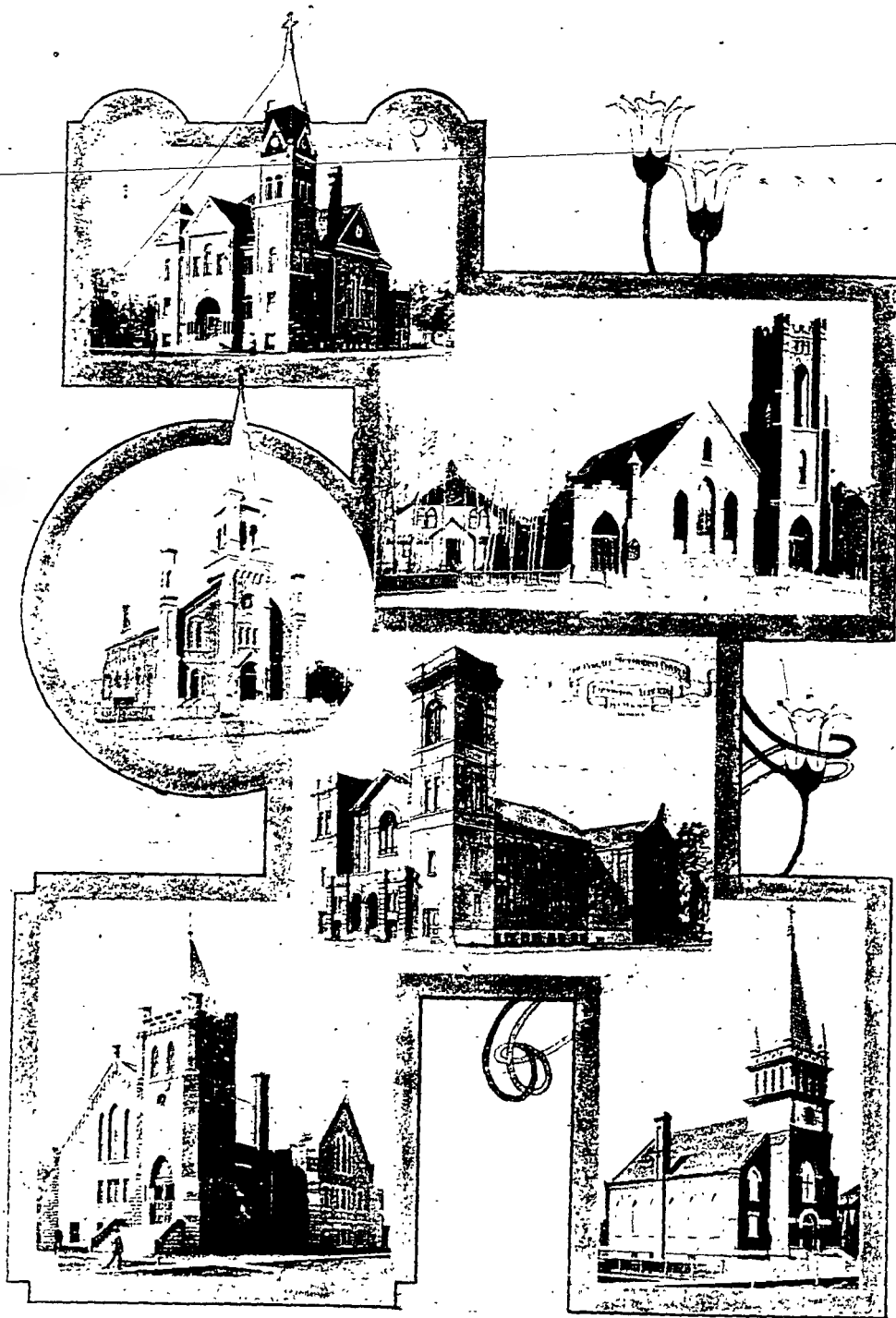
ONE OF EDMONTON'S FOUR FIRE STATIONS



HOLLAND, W. LINDSAY



HOSPITALS



SOME OF EDMONTON'S CHURCHES

WHAT EDMONTON HAS DONE.

Practically all of Edmonton as it exists today has been built since 1900. Up to that date Edmonton was still little more than a fur-trading post. The following comparative statistics illustrate the progress the city is making:

| | 1901. | 1906. | 1909. |
|-----------------------------------|-------------|--------------|--------------|
| Population | *2,652 | *11,400 | †25,000 |
| City Assessment | \$1,395,912 | \$17,046,798 | \$25,584,990 |
| Public Schools | 3 | 5 | 15 |
| Values School Buildings | \$14,256 | \$118,859 | \$553,093 |
| Pupils enrolled | 500 | 1,644 | 2,848 |
| Number of Teachers | 9 | 30 | 60 |
| Number of Churches | 5 | 14 | 24 |
| Number of Banks | 2 | 11 | 15 |
| Bank Clearings | | \$20,073,184 | \$51,661,020 |
| P. O. Revenue (Stamps) | \$5,102 | \$25,494 | \$72,515 |
| Miles of Sewers | None | 13½ | 42 |
| “ Water Mains | “ | 18 | 50½ |
| “ Paved Streets | “ | None | 4½ |
| “ Granolithic Walk | “ | 4½ | 7 |
| “ Plank Walk | 5 | 36 | 60 |

**Eight
Years'
Record.**

This expansion in population and conveniences was of course preceded by or contemporaneous with a relative development in the city's commercial and industrial activities, which alone made this expansion possible and necessary.

WHAT SHE EXPECTS TO DO.

Remarkable as has been the progress made, those who best understand the conditions confidently expect that the figures for the next ten years will show still more remarkable development. This expectation would appear to be well founded when it is considered that the progress already achieved has been accomplished with only very limited transportation facilities, and that great railway development has just commenced; that only a fraction of her vast territory is settled, and that a great rush of settlement has now set in to her unsettled territory; and that progress hitherto has been as a result of the agricultural resources alone, and that the enormous possibilities of the other natural resources of the district are just beginning to be recognized and made possible of development by transportation facilities.

* Census. † Estimated.

WHAT ARE YOU GOING TO DO ABOUT IT?

Are you going to share in the great development that is taking place by establishing now an industry which will expand with the country and reap the full benefit of the expansion that is taking place?

EDMONTON'S NEEDS.

Besides farmers to till the fat lands still lying idle in the vicinity, Edmonton needs men and money. Men with capital and experience will find many opportunities for profitable investment. In the coal industry alone, there is room for almost unlimited expansion, as the present output of Edmonton mines is only a tithe of what the possible market could absorb. Many profitable industrial opportunities are awaiting development.

Money is wanted by experienced men who have already established industries which have outgrown their available capital and are in consequence prevented from attaining their possible measure of development.

Money is wanted for the building of business and office blocks, apartment blocks and residences.

The city is prepared to accord liberal treatment to approved industries in the way of supplying electric power, electric light, and water, at very low rates. Fair and liberal treatment as to assessment may also be looked for.

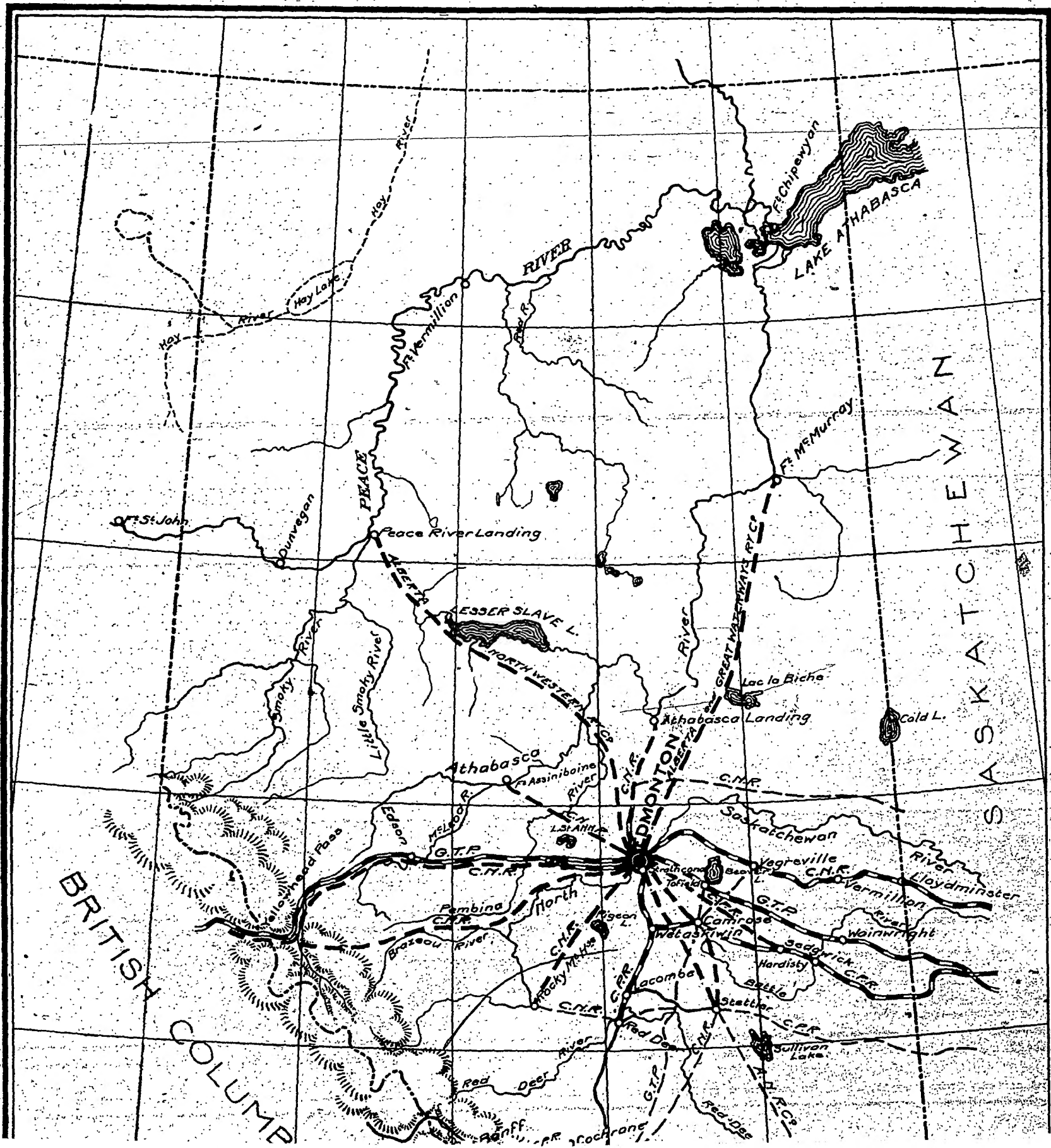
Now is the time to get established. A few years from now there will be two or three million prosperous people in the Edmonton territory which at present contains only a few hundred thousand.

Write

THE SECRETARY, BOARD OF TRADE,

EDMONTON, ALBERTA, CANADA,

for any available information in regard to any enterprise in which you might be interested.



BRITISH COLUMBIA

SASKATCHEWAN

MAP
OF THE
PROVINCE OF ALBERTA

SHOWING THE LOCATION OF
EDMONTON
ITS RAILWAY CENTRE

